

FAA UCS RFI

Vendor Questions and Answers

QUESTION 1.

The solicitation states that the NAICS code “is currently expected to be 541512” and that a full and open competition is being planned with specific SB subcontracting goals. We believe the NAICS code 541712, which is for R&D companies that maintain a small *employee count* (less than 500) presents special advantages over more restrictive codes that are tied to small *revenue* thresholds because it presents a better opportunity to engage the most capable engineering resources with the broadest possible expertise to meet the project objectives while still achieving small business contracting goals. Would the FAA consider using a set aside strategy with the NAICS code 541712 for the UCS acquisition?

ANSWER

A final determination of the NAICS code will be made after the completion of UCS market research.

QUESTION 2.

Is the FAA considering the use of the eFAST contract vehicle?

ANSWER

No. At this time the FAA anticipates full and open competition for this effort.

QUESTION 3.

What efforts are underway and what are the objectives for the UCS Pilot mentioned in SOW 3.1.1 and 3.3? Will the UCS Pilot project be developing any of the system architecture prior to this project?

ANSWER

The UCS Pilot will serve as the foundation for the initial development of UCS, including an initial user interface and automating a portion of the FAA’s procurement processes. However, under the UCS SOW, the FAA plans for the UCS BPMS integrator to evaluate system architecture (including any interfaces) that have been put into place during the UCS Pilot and make recommendations for the overarching UCS architecture.

QUESTION 4.

What contractor is performing the pilot and will they be able to compete for this solicitation?

ANSWER

Progress/Savvion, the BPMS vendor, is performing the pilot. They will not be excluded from competition in the upcoming solicitation.

QUESTION 5.

The SOW lists UCS Development and Interfaces Design/Integration as separate tasks with separate demonstrations for each. Is the intent to design, develop, and demonstrate the system's functionality prior to developing external interfaces for some strategic reason? ... or is it acceptable to propose an approach where functional and interface requirements are developed and demonstrated concurrently?

ANSWER:

It is acceptable to propose an approach where functional and interface requirements are developed and demonstrated concurrently. The FAA will look to the vendor to provide the best approach for developing and deploying the UCS application.

QUESTION 6.

SOW 6. Place of Performance indicates that "FAA will not approve travel expenses for non-local resources". Would the FAA consider allowing occasional travel expenses (e.g., for major reviews and demonstrations) for non-local resources if it can be shown that the resource cost differential between the D.C. area and lower cost-of-living regions of the country exceed occasional travel costs?

ANSWER

The FAA will not approve travel expenses for non-local resources to work locally to the FAA HQ. However, the FAA will allow non-local members of the Contractor team to leverage tools such as SameTime or LiveMeeting to facilitate communication.

QUESTION 7.

Para 1.2.1 in the UCS Specifications Document states that "UCS must use Oracle 10G or SQL Server 2005 as the database." Does this requirement preclude the integration of a non-relational database component in the UCS architecture?

ANSWER

The ATO-IT TRM released with the DRAFT UCS SOW lists the FAA standards for database requirements. Should ATO-IT expand its standards, then additional databases may be considered as a component of the UCS architecture.

QUESTION 8.

Suggest as part of industry day that FAA presents a strategy slide to clarify the objective and disposition of solicitation numbers 8825, 9540, 9547, 9963 and 9967.

ANSWER

The FAA issued RFI Announcement #8825 in September 2009 for a Unified Contract System (UCS). The FAA cancelled the RFI in December 2009 stating that further market research was necessary to support the UCS requirements definition. Additional market research was conducted and the FAA concluded that it may be possible to satisfy the UCS requirement through a BPMS-based solution. A Screening Information Request (SIR) #9540 was issued on May 24, 2010, to satisfy the FAA ATO Office of the Chief Information Officer (OCIO) requirement for an Enterprise BPMS solution. On May 25, 2010, the FAA posted a brief statement, #9547 providing the update/status of the UCS. The FAA issued RFI Announcement #9963 on August 26, 2010 to conduct market research and ascertain the availability of qualified vendors to provide BPMS Integration Services support in the development of the UCS. On that same day, the FAA posted a revision, #9967, to the UCS Integration Services RFI, to include attachments that did not upload in the original posting

QUESTION 9.

What will the small business subcontracting goal percentages for this procurement be?

ANSWER

Small business subcontracting goal percentages will be determined after UCS market research is complete.

QUESTION 10.

SOW Section 2.1, page 6: Will the Technical Project Manager be designated as Key Personnel?

ANSWER

The FAA has not made a determination regarding key personnel requirements.

QUESTION 11.

SOW Section 2.3, page 6: Does FAA plan to specify which Quality Management standards will apply to this effort, or is that to be left to the vendor?

ANSWER

The FAA requires that the Contractor have received a quality certification from one of the well known quality organizations as listed in the DRAFT SOW and that the Contractor consistently apply the standards set forth by that body.

QUESTION 12.

SOW Section 3.1.2, page 9: Will the contractor be required to use Primavera?

ANSWER

At this time, the FAA has not yet made a determination regarding the Contractor's use of Primavera. However, the UCS PMO is using Primavera as its project management tool.

QUESTION 13.

SOW Section 3.2, page 10: What tool was used for the process maps?

ANSWER

IBM BPM Blueprint, also known as Lombardi Blueprint, was used for mapping the FAA procurement processes. However, during the UCS Pilot, the process maps may be uploaded/converted into the Progress/Savvion BPMS.

QUESTION 14.

SOW Section 3.2, items 1a – 1h, pages 10 & 11: Will the selected BPMS vendor's (Progress Software Corporation) tool accommodate all the procurement processes noted in items 1a through 1h?

ANSWER

Yes.

QUESTION 15.

SOW Section 3.3, page 11: What application or tool is being used to create the baseline user interface and baseline dashboards for the UCS Pilot?

ANSWER

Progress/Savvion BPMS and /or SharePoint MOSS 2007

QUESTION 16.

SOW Section 3.5, items 2a through 2i, page 13: Can specific examples of these types of procurement processes, within the context of the FAA and AMS, be provided for items 2a through 2i?

ANSWER

The FAA believes that the process maps adequately express the procurement processes to be automated.

QUESTION 17.

SOW Section 3.6, page 14: Does the FAA plan to provide detailed interface standards for each of the systems the UCS is required to interface with such as PRISM, etc?

ANSWER

The FAA requests, as part of the SOW, that the Vendor determine the optimal interface method using a SOA/web services/API environment.

QUESTION 18.

SOW Section 3.6, page 14: Is the FAA open to changes on the systems with which UCS interfaces, as specified in the UCS Specifications Document v 1.0, Section 1.1, or must all changes be made within UCS?

ANSWER

The FAA requests, as part of the SOW, that the Vendor determine the optimal interface method using a SOA/web services/API environment. With that said, the FAA expects to receive recommendations from the vendor regarding the best means to establish the various interfaces.

QUESTION 19.

SOW Section 3.7, pages 14 & 15: Will the testing referred to be performed at the Contractor or FAA site?

ANSWER

The Contractor will be required to support FAA testing activities, which will be conducted at the FAA.

QUESTION 20.

SOW Section 3.8, pages 15 & 16: Does the FAA have a current change management tool for process and workflow control? Is the FAA's intent, as reflected in Attachment D-1 page 5, for the vendor to use Rational Clearcase a software management tool for all change management purposes?

ANSWER

The FAA expects the Vendor to use an FAA change management tool; currently the FAA uses Rational Clearcase for change management. The additional change management tasks described are not tied to the use of Rational Clearcase.

QUESTION 21.

SOW Section 3.9, page 16: During the two year period after initial deployment of UCS, please define responsibilities of the UCS vendor and the National Service Center for User Support.

ANSWER

The FAA has not yet fully established the responsibilities of the vendor and the NSC. Under this SOW, the FAA would like the vendor to provide recommendations for collaborating with the NSC in establishing appropriate user support services for UCS.

QUESTION 22.

SOW Section 3.11, pages 17 & 18: Does the FAA plan to have paper documents converted to electronic format as an image or using other techniques e.g., Optical Character Recognition (OCR)?

ANSWER

The FAA assumes that some documents lend themselves to OCR. Documents that are not OCR compatible will be stored as images.

QUESTION 23.

SOW Section 4.1, page 19: By “decommissioning the FAA’s current version of PRISM”, does FAA mean it will be replaced by a new tool or upgraded to a newer version (upgrade to PRISM 6.5 in January 2011)?

ANSWER

The FAA is scheduled to upgrade to PRISM 6.5 in January 2011. There are currently no plans to upgrade PRISM after version 6.5.

QUESTION 24.

SOW Section 5, page 19: Periods of Performance are provided relative to date of award but the period of performance for each phase is not specified. As the costs are relative to Period of Performance could the government stipulate the specific period of performance for each phase and provide an assumed Award Date for proposal purposes?

ANSWER

At this stage of market research, the FAA is not prepared to stipulate the period of performance for each phase and will not provide an assumed award date at this time.

QUESTION 25.

SOW Section 6, page 19: Please define “commuting distance”.

ANSWER

The intent of using “commuting distance” in this requirement is to emphasize the necessity for a technical project manager who can be on site at FAA HQ during normal business hours as often as necessary during this project.

QUESTION 26.

SOW Section 6, page 20: Are SameTime and LiveMeeting the mandatory tools for virtual meetings or can other tools be used?

ANSWER

Other virtual meeting tools can be used as long as they do not require the installation of any software, drivers, etc. on any FAA workstation or computer in order to use the software.

QUESTION 27.

Is it FAA’s intent to develop, design and build a UCS solution solely utilizing the Savvion BPM Suite? Or is FAA looking for services to customize and integrate a commercially available automated acquisition solution that meets the current UCS specifications with minimal configuration? The answer will assist in pursuing potential teaming arrangements.

ANSWER

As stated in the draft SOW, UCS will be developed using the FAA’s enterprise Business Process Management Suite (BPMS)—Progress/Savvion but will entertain the use of third party software tools to accomplish the interface between UCS and the FAA’s financial management system.

QUESTION 28.

For the capabilities statement, may respondents include commercial BPMS projects or only Federal projects?

ANSWER

Either commercial or Federal projects may be included in the capabilities statement.

QUESTION 29.

Given the 10 year coverage period for BPMS integration services, please confirm that it will be acceptable if some of the contract data is estimated (e.g., number of FTE's, percentage of total staffing, etc.).

ANSWER

It is acceptable to provide estimated data but please mark them as such.

QUESTION 30.

Please clarify if projects involving “Integration Services” would include projects where our organization provides/provided technical strategy, project / program management, and/or independent validation and verification services but we are/were not the software developers.

ANSWER

For the purpose of answering this RFI, “Integration Services” may include projects where your organization provides/provided technical strategy, project/program management, and/or independent validation and verification for BPMS projects.

QUESTION 31.

Please also clarify if FAA would be interested in respondents including our corporate acquisition experience in the capabilities statement as well as BPMS contract experience.

ANSWER

For the purpose of answering this RFI, you may include corporate acquisition experience in your capabilities statement.

QUESTION 32.

General: It is our understanding that there was a recent award for Business Process Management software (BPMS). Is there any connection between the FAA Unified Contracting System Integration RFI and the BPMS award?

ANSWER

Yes. As stated in the draft statement of work, UCS will be developed using the FAA’s enterprise Business Process Management Suite (BPMS)—Progress/Savvion.

QUESTION 33.

General: Must a vendor respond to this RFI in order to be eligible to bid on the SIR that will be later released?

ANSWER

Vendors are not required to respond to this RFI in order to bid on any subsequent UCS SIR that may be released.

QUESTION 34.

SOW sec. 3.2.1 This section lists areas for which process maps have been developed. Section 3.5.2 lists the areas to be automated. These are the same areas, with the exception of the eFAST Procurement vehicle. Is there a process map for the eFAST procurement vehicle?

ANSWER

The eFAST process maps will form the basis of the UCS Pilot, which precedes this RFI. The FAA expects that some or all portions of eFAST will be automated during the UCS Pilot prior to the award of any SIR released for UCS integration services. The UCS SOW will be modified to correctly reflect the efforts required for eFAST.

QUESTION 35.

SOW Sec. 3.10.4 – Please clarify whether the vendor is expected to provide training to core users, or whether the vendor is only expected to “train the trainers”, who in turn would train the core users.

ANSWER

The vendor is expected to train FAA trainers only.

QUESTION 36.

SOW Section 1.3 says that “UCS Will integrate or interface with existing FAA procurement processes and systems so as to not duplicate existing capabilities.” Sec. 4 introduction further states that “The FAA is scheduled to upgrade to PRISM 6.5 in January 2011.” Yet Section 4.1.3 directs the vendor to “develop a detailed plan for phasing out and decommissioning the FAA’s current version of PRISM.” Please clarify whether the FAA intends to continue the use of PRISM, or to decommission and replace it.

ANSWER

Phase 1 of UCS will utilize the current version of PRISM. The objective of UCS Phase 2 is to either 1. expand the functionality of UCS to interface with the FAA’s financial system directly or 2. implement a third party interface product.

QUESTION 37.

SOW Section 8 is entitled “Inspection and Acceptance Criteria”; Please provide the acceptance criteria referenced.

ANSWER

Acceptance criteria will be provided if and when the UCS SOW is posted as part of a SIR.

QUESTION 38.

Please clarify the role of the new FAA Business Process Management Suite (BPMS) contract with Progress Software Corporation relative to this work. Specifically, the following questions needed to be clarified:

- a. Is BPMS software expected to be made available to the contractor for the UCS work, and will training also be provided?
- b. It is assumed that the UCS Integrator will use the BPMS software and perform all of the required business process analysis. Is this assumption correct?

ANSWER

- a. The BPMS software will be made available to the contractor for the UCS work; however, the FAA will not provide (pay for) training on the BPMS tool to the vendor.
- b. The UCS Integrator will build upon the business process analysis already completed.

QUESTION 39.

What contractor, if any, is supporting the FAA's program office?

ANSWER

Optimal Solutions and Technologies, Inc. is supporting the FAA’s program office.

QUESTION 40.

If the UCS Integrator includes any of the software firms (i.e., CompuSearch (PRISM software), Oracle (Delphi software), etc.) currently providing services to FAA, will this raise any conflict of interest issues?

ANSWER

Including any software firms currently providing services to FAA will not raise any conflict of interest issues.

QUESTION 41.

It is assumed that SharePoint will be the primary interface and dashboard for the all UCS systems. Is this a correct assumption?

ANSWER

No. The interface and dashboard may or may not be based on SharePoint.